

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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Related Government Agencies

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Ministry of Machine Industry

1. The Ministry of Machine Industry (formerly the Ministry of Heavy Industry) in Warsaw, corner of Krucza and Hoza Streets, is directly subordinated to Vice-Prime Minister Piotr Jaroszewicz,<sup>1</sup> who is in charge of the war industry and other industries in which the military authorities are interested.

2. The following are the leading personalities of the Ministry:

Minister: Julian Tokarski;

1st Vice-Minister: Fidelski;

Vice-Minister: Gren;

3. The following officials have left the Ministry:

Vice-Minister Zemajtis: assigned to another ministry.<sup>2</sup>

Vice-Minister Misiurewicz: transferred to the position of Chief Engineer of the Machine Tool Industry where he once was the vice-director.

Vice-Minister Galinski:

He is now in the  
Ministry of Foreign Trade.

4. A new title of General Director was created at the Ministry. It is an intermediate post between the vice-ministers and the directors of departments. There are now two General Directors:

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Colonel Rubinstein [REDACTED]

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Engineer Keh [REDACTED]

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The duties of the general directors include the following: increasing efficiency, keeping records of performance, raising the quality of produced goods, etc. The latter is the principal problem with which the Ministry of Machine Industry is concerned, and Colonel Rubinstein is personally responsible for it.

#### Central Administration of the Shipbuilding Industry

5. The Central Administration of the Shipbuilding Industry (Centralny Zarząd Przemysłu Okretowego-C.Z.P.O.), ul. Krucza 38/42, Warsaw, is subordinated to the Ministry of Machine Industry. The staff of the C.Z.P.O. in Warsaw numbers 140. The following are the leading personalities:

General Director: Engineer Zbigniew Nowakowski [REDACTED]

1st Deputy for Technical Affairs

(formerly Technical Director) : Vacant since Engineer Wacław Czarnowski was transferred to the post of Chief Engineer of the Gdansk Shipyard. It is believed that the present General Director of the Gdynia Shipyard, Engineer Eugeniusz Skrzymowski [REDACTED] will receive this post.

1st Deputy for Financial Affairs: Blazej Szulc (Acting Deputy) [REDACTED]

1st Deputy for Investments:

Engineer Kapuscinski [REDACTED]

1st Deputy for Cooperation:

Engineer Bogdan Perkowski [REDACTED]

Head of Production:

Engineer T. Bartosiewicz [REDACTED]

Head of Special Production:

Czudin [REDACTED]

Head of Planning:

Morelewski [REDACTED]

Head of Technical Control:

Engineer Eugeniusz Cybulski [REDACTED]

Head of Technical Section:

Engineer Antoni Dobraczynski [REDACTED]

Chief Designer:

Engineer Maciej [REDACTED]

Chief Technologist:

Engineer Bargiel [REDACTED]

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25X1 Chief Mechanic: Engineer Wilhelm Pustelnik [REDACTED]  
25X1 [REDACTED]

Head of Financial Section: Blazej Szulc [REDACTED] 25X1

Head of Employment and Pay Section: Baumberger [REDACTED] 25X1

Chief Bookkeeper: Sprawski [REDACTED] 25X1

The following personnel have left the C.Z.P.O.:

Administration Director: Krol [REDACTED] 25X1

Deputy Administration Director: Hassan [REDACTED] 25X1

The post of Administration Director no longer exists.

Shipyard Subordinate to the C.Z.P.O.

6. The total number of employees at Gdansk Shipyard is 18,000 (640 belong to the control staff). The following are the leading personalities at Gdansk Shipyard:

25X1 General Director: Kosto [REDACTED]  
25X1 [REDACTED]

25X1 Chief Engineer: Engineer Wacław Czarnowski [REDACTED]  
25X1 [REDACTED]

25X1 Head of Technical Control: Engineer Sojka [REDACTED]  
25X1 [REDACTED]

7. The total number of employees at the Polnočna (Northern) Shipyard is about 2,500. The following are the leading personnel at this shipyard:

25X1 General Director: Zacharski [REDACTED]  
25X1 [REDACTED]

25X1 Chief Engineer: Albertyn [REDACTED]  
25X1 [REDACTED]

25X1 Head of Technical Control: Mrugarski [REDACTED]  
25X1 [REDACTED]

8. The total number of employees at the Gdynia Shipyard is about 3,000. The following are the leading personalities at the shipyard:

25X1 General Director: Engineer Eugeniusz Skrzymowski [REDACTED]  
25X1 [REDACTED]  
25X1 [REDACTED]

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Chief Engineer: Engineer Zabiello.

Chief Designer: Engineer Perkowski

Head of Technical Control: Engineer Szpitzbarth

9. The total number of employees in the Szczecin Shipyard is about 3,500. The General Director is Engineer Jendza, Engineer Jan Kilanowski,

Central Ship Designing Office

10. The Central Ship Designing Office (Centralne Biuro Konstrukcji Okretowych-C.B.K.O.) was split into two separate designing offices at the beginning of 1953.

a. Central Ship Designing Office No. 1 is located in Gdansk Shipyard.

- (1) The duties of this office are almost the same as were those of the previous office, i.e. making drawings, carrying out modifications and alterations on demand of the shipyards, for ships of the following types:

SS 450 DWT  
 SS 2,620 DWT  
 SS 3,800 DWT  
 SS 5,000 DWT  
 MS 820 DWT  
 MS 4,000 DWT  
 MS 10,000 DWT

which were already built or the construction of which was started before the reorganization of C.B.K.O.

- (2) The following are the leading personnel of C.B.K.O. No. 1:

Director: Engineer Wojciech Orszulak

Deputy Director: Engineer Berezowski

Chief Engineer for Preliminary Projects: Engineer Haciski

Chief Technologist: Engineer Prehitko.

Chief Designers: Engineer Janusz Staszewski  
Engineer Jerzy Paczesniak;

The C.B.K.O. No. 1 set up a separate office, called the Study Office. There are two engineers in this office: Engineer Stefan Czarnecki and Engineer Kuropatwinski.

- b. The Central Ship Designing Office No. 2 is located in a new building in Wrzeszcz on Piekna Street near the Garrison Church. A special new hotel for the employees of this office was located in a new building in Wrzeszcz opposite the post office. The work of this office is strictly secret.

- (1) The tasks of C.B.K.O. No. 2 are as follows: to carry out studies based on Soviet technical documentation for the purpose of constructing warships of

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Soviet type, i.e. submarines and destroyers; to make adaptation of Soviet drawings and technical documentation of a definite type of warship which is to be built in a Polish shipyard. In April 1953 a special designing team was assigned to the C.B.K.O. No. 2 to adapt Soviet drawings and technical documentation of the most modern Soviet torpedo boat to Polish specifications. The construction of these torpedo boats was to begin at the Northern Shipyard in July 1953.

(2) The characteristic features of this boat are:

Speed - about 50 knots  
Length - about 25 meters  
Drive - three Diesel engines of 1,000 hp. each (of Soviet manufacture)  
Three or four torpedo tubes, each of 500 to 600 mm. diameter.  
80 DWT

Ninety torpedo boats of this type are to be constructed. For this purpose all construction of MS 90 DWT fishing boats was stopped. The 1,000 hp. Diesel engines for these torpedo boats have already been shipped from the USSR in sealed cases and temporarily stored at Gdansk Shipyard. The cases are being continuously guarded by sentries and are to be opened only at the time when they are to be installed. In case of defects, the engines are to be packed into cases and returned to the USSR. All tests at sea are to be conducted by Soviet personnel.

(3) The leading personnel of the C.B.K.O. No. 2 are as follows:

Director: Engineer Zenon Kempinski [REDACTED]  
[REDACTED]  
Deputy Director: Engineer Pup [REDACTED]  
[REDACTED]  
Chief Designers: Engineer Szponar [REDACTED]  
Engineer Zubrzycki [REDACTED]  
[REDACTED]  
Designers: Andrzejewski [REDACTED]  
[REDACTED]  
Antoni Bulic [REDACTED]  
Chief Soviet Designer: Engineer Paszuta [REDACTED]  
[REDACTED]

(4) C.B.K.O. No. 2 employs 40 Poles and 19 Soviets. Some of the latter are also surveying some of the projects at the shipyard. Since April 1953 a special translation office has been functioning. There are 32 interpreters (from Russian into Polish); they are all Poles who come from various parts of the country.

Ship Construction

11. Fishing boats, MS 90 DWT, are constructed at Northern Shipyard. A total of 32 ships was constructed, the majority for Poland. Two of the ships were in the final stages of completion in June. They were named after water birds, i.e., Kaczor, etc. No more ships of this type will be built at this shipyard. Beginning in July 1953 construction was to begin on the 90 torpedo boats of Soviet design.

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12. Trawlers, SS 450 DWT, are constructed in Gdansk Shipyard. [redacted]  
 25X1 [redacted] Twenty ships have already been  
 built. The majority were constructed for the USSR and only six were built for  
 Poland. The trawlers are still being built. The names of the trawlers recently  
 completed are:

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SWIET  
 MERKURY  
 PLUTON  
 METEOR  
 SIRIUS  
 LUCZ

The LUCZ will remain at the shipyard to serve as a model ship for the next series,  
 after the introduction of designing and technological improvements.

13. Small cargo motor ships (motorowiec drobnicowy), MS 800 DWT, are constructed at  
 Gdynia Shipyard. Two ships were built, both for the USSR. The name of the first  
 one was MELITOPOL. Three other hulls were launched but it is not possible  
 25X1 to complete them because the Hungarian delivery of the Lang Diesel engines (4 stroke,  
 640 hp.) has been delayed. Moreover, these engines are not suitable for this ship.

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14. Coal and ore ships, SS 2,630 DWT, are constructed at Gdansk Shipyard. [redacted]  
 [redacted] Eighteen ships were  
 constructed, all for the Soviet Union. The names of the most recent ones are  
 25X1 MINUSINSK [redacted] PAWLODAR [redacted] and KURGAN. The latter will remain at the  
 25X1 shipyard to serve as a model ship for the next series.

15. Coal and ore ships, SS 3,800 DWT, are constructed at Szczecin Shipyard. Three ships  
 were made and three hulls were launched. All are destined for the Soviet Union.

16. Motor ships of the LEWANT type, MS 4,000 DWT, are constructed at Gdansk Shipyard.  
 Two ships were completed, the MS WARSZAWA and the MS NOWA HUTA, both for the Polish  
 25X1 Merchant Marine. Three hulls were launched. Two of the hulls, with their engines  
 25X1 packed in cases (3,800 hp. Diesels which were purchased abroad some time ago) [redacted]  
 [redacted] and one hull is still in Gdansk, awaiting an engine.  
 The further construction of this type of ship has been temporarily stopped. Future  
 construction will depend on the possibility of making appropriate engines in Poland  
 at the State Ship Machinery Factory in Elblag (Elbing). The technical documentation  
 for producing such engines in Poland is to be obtained from copying a Sulzer engine  
 (3,800 to 4,100 hp., 2 stroke, 9 cylinder Diesel) which was purchased some time ago.  
 Part of the drawings have been made at the Central Designing Office of the Machine  
 Industry in Gliwice (Gleitwitz) under the direction of Professor Szawlowski from the  
 School of Mines in Cracow and Technical College in Gliwice, and part at the Warsaw  
 branch of this office (Filtrowa Street 83) under the supervision of Engineer Zygmunt  
 Okolow, director of this branch, and designers Engineer Cegielski and Engineer Rommel  
 who are specifically assigned to this work. The power of this engine is to be increased  
 to 5,200 to 5,400 hp. A three cylinder set for carrying out tests is under construction.  
 The great difficulty in designing this engine in Poland lies in the lack of experienced  
 engineers who are capable in prescribing proper fits, clearances, and technical data  
 of materials. [redacted]

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Naturally, this project can only be carried out if such engines are successfully made in Poland.

- 25X1 17. Tramp type steamers, SS 5,000 DWT, are constructed at the Gdansk Shipyard. [REDACTED]

25X1 [REDACTED] Five ships were completed, all destined for the Soviet Union. The name of the last one was CZEREMCHOWO. Construction of these steamers is continuing.

18. Motor cargo ships, MS 10,000 DWT, are constructed at Gdansk Shipyard. The construction of two hulls was started in 1952, but a full set of drawings has not been completed and construction could not continue. The drawings may be completed in 1954. Aside from this, Soviet pressure for constructing other ships destined for the Soviet Union has forced shipyard authorities to cease construction on these ships. Difficulties have also arisen in storing the large Fiat 8,000 hp. engines (each weighs about 650 tons). Three of these engines are already in Poland and four more are expected to arrive. They are stored at Gdansk Shipyard where some investments for this purpose had to be made. Another problem is the expiration of Fiat's guarantee. The guarantee is valid for 12 months after the engine is set in motion in the ship, but no longer than 18 months after delivery date. It is hardly possible that even one ship will be completed within this time limit.

19. Landing boats are built at the Gdynia Shipyard. The construction of landing boats with armored bows, about 25 meters in length, driven by Swedish Diesel engines of about 300 hp., has already started.

20. Coast guard ships are being constructed at Gdynia Shipyard.

21. The total DWT of ships built in Polish shipyards and delivered to the Soviet Union has already exceeded 100,000 DWT.

22. Besides constructing new ships, Gdynia Shipyard also completes the trawlers made in Gdansk Shipyard and repairs Polish naval warships.

23. In the future, the Soviets will make the final decisions when certain studies are made at the C.B.K.O. No. 2. Polish shipyards will soon start construction of submarines of Soviet type. Officials have already started searching for suitable submarine Diesel engines abroad. The engines must be 1,400 hp., 810 revolutions per minute, two-stroke, eight cylinder. [REDACTED]

24. The shipyard at Holm is now equipped with the necessary cranes and repairs all Polish Merchant Marine ships.

25. In May 1952 a modern supply ship for submarines, the PAMIEC ILJICZA, was delivered to the Soviets in Szczecin Shipyard. The ship, which is 10,400 DWT, was reconstructed at Szczecin Shipyard from the former German ship WALLE that was sunk during the war and raised in 1949. This ship is powered by a 2,500 hp. steam engine of the Lentz 13 type, made in Poland. The crew numbers 208 men. The ship has modern navigational and alarm equipment, but no radar installations.

25X1 [REDACTED] Comments.

1. Jaroszewicz is a Vice-Chairman of the Council of Ministers.
2. Zemajtis is the Minister of Foundries.

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